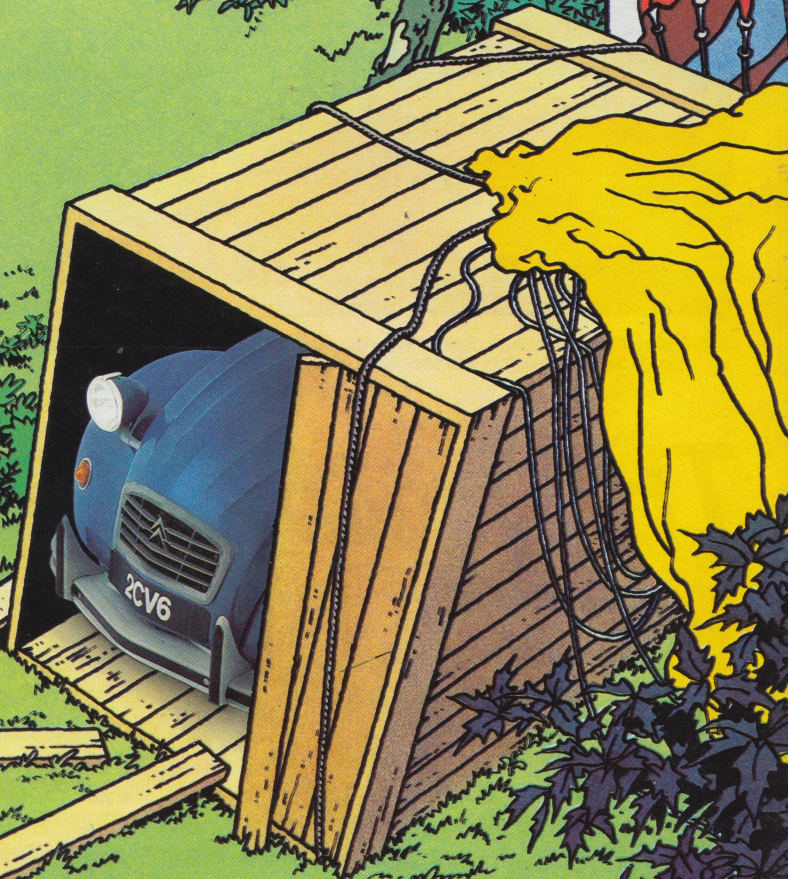
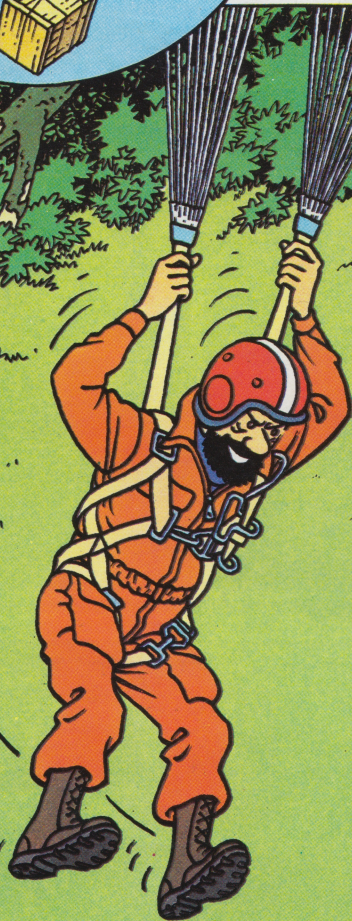
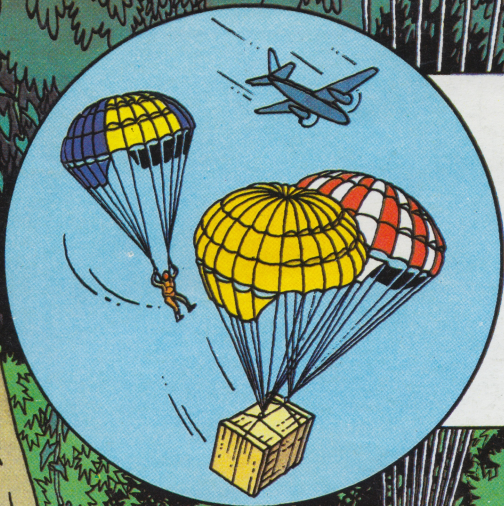
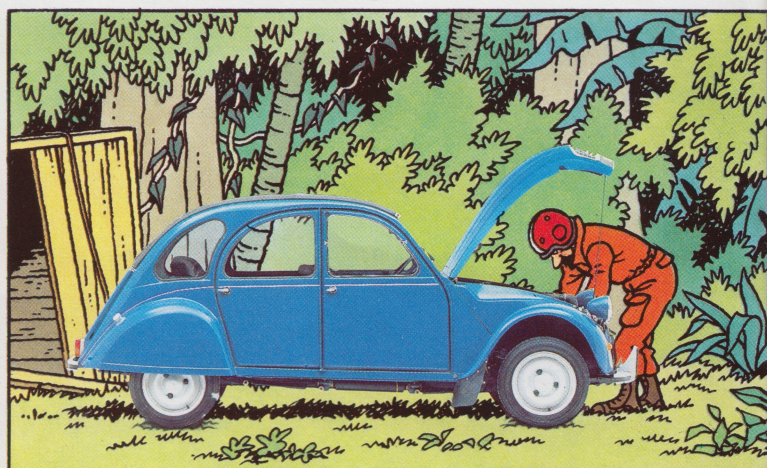
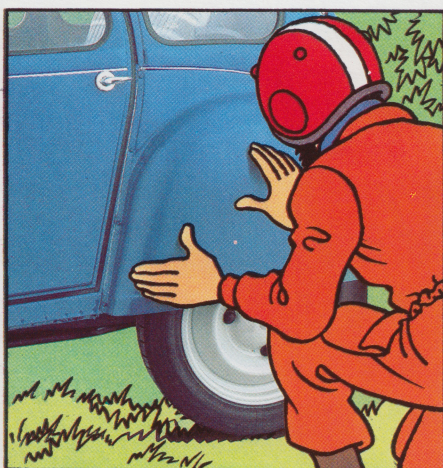


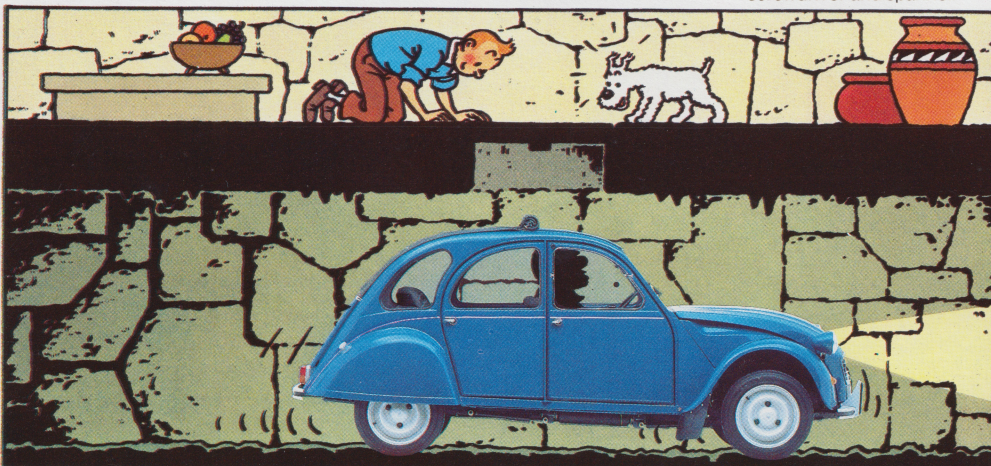
FURTHER ADVENTURES OF THE 2CV6





Assembly couldn't be easier; 2CV's lightweight body panels simply bolt together. . .

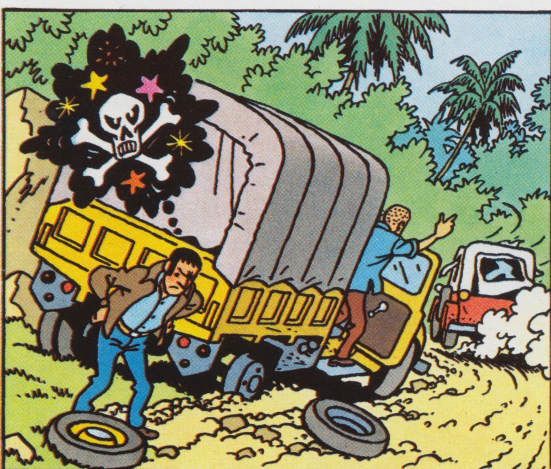
... but can be removed and replaced with just a spin of the starting handle a screwdriver and spanner.



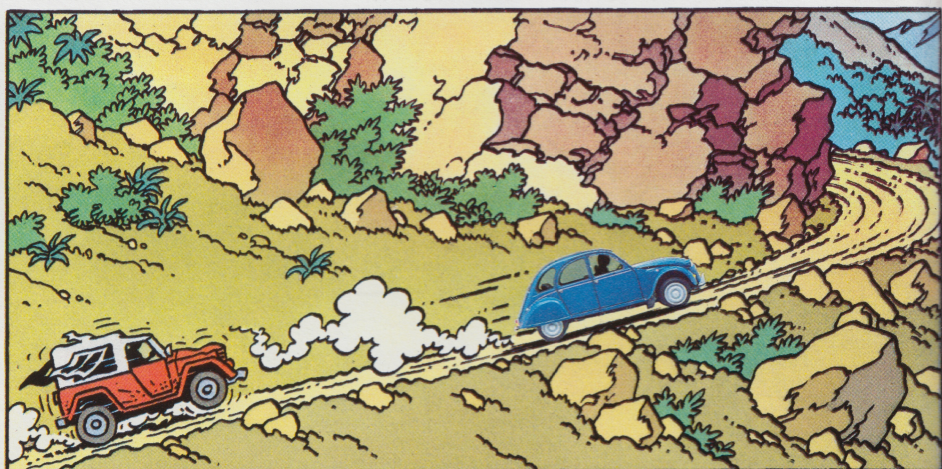
Captain Haddock revs the engine hard so the captives recognise the familiar note of the 2CV. Our hero then throws back the roof, easy in a 2CV – balances on a sturdy seat . . .



... and finds yet another use for 2CV's versatile starting handle.



2CV's front wheel drive maintains traction in all conditions, so it can go fast where others just stick fast.



2CV shows off a talent for tight corners while the lorry goes wide of the mark.

THE UNIQUE 2CV6 ISN'T JUST

The 2CV is the classic small car, defying time and convention alike.

Conceived nearly fifty years ago, its individual styling didn't meet prevailing fashions then, and it doesn't now.

A 2CV has four doors – and a fifth at the rear, if you count the enlarged boot opening available as an option on both models.

The 2CV has ample headroom for four.

A comfortable ride is assured by its soft suspension.

And the 2CV has the superior handling of front wheel drive.

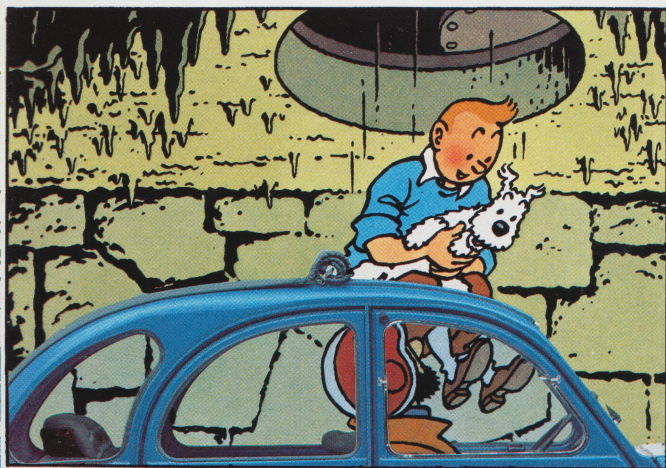
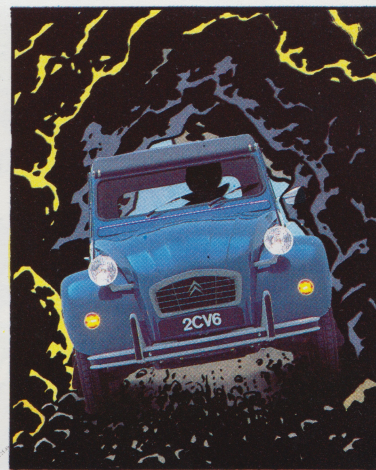
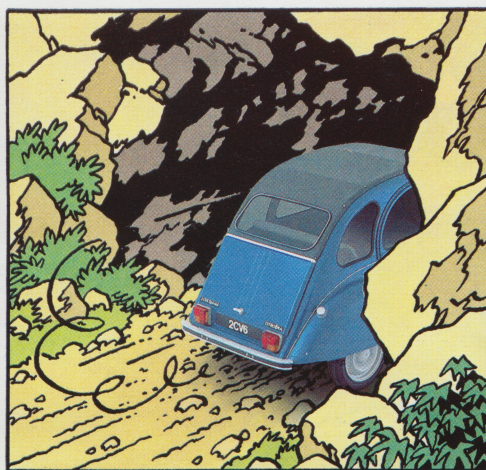
As motorists are demanding more from a car than looks alone, the timeless 2CV is more and more coming into its own.

WHY THE 2CV SHOWS ITS AGE

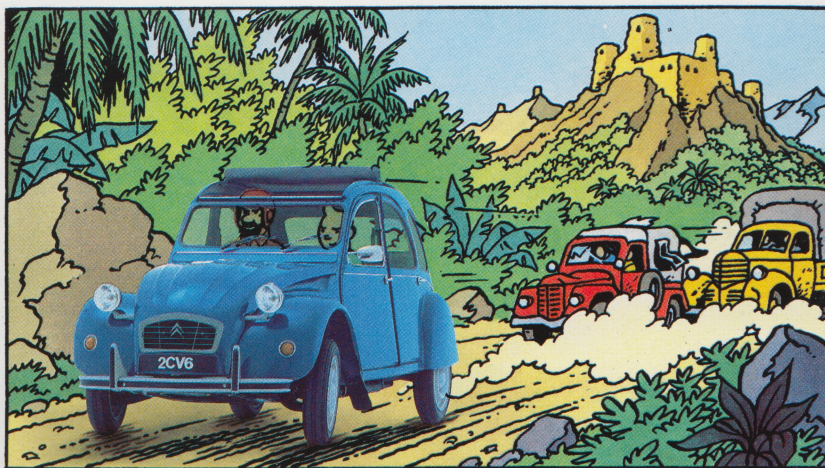
The 2CV displays the benefits of continuity in its simple design.

The flat-twin air-cooled engine is low enough to be set well forward, giving the 2CV a correspondingly low centre of gravity and better weight distribution and stability.

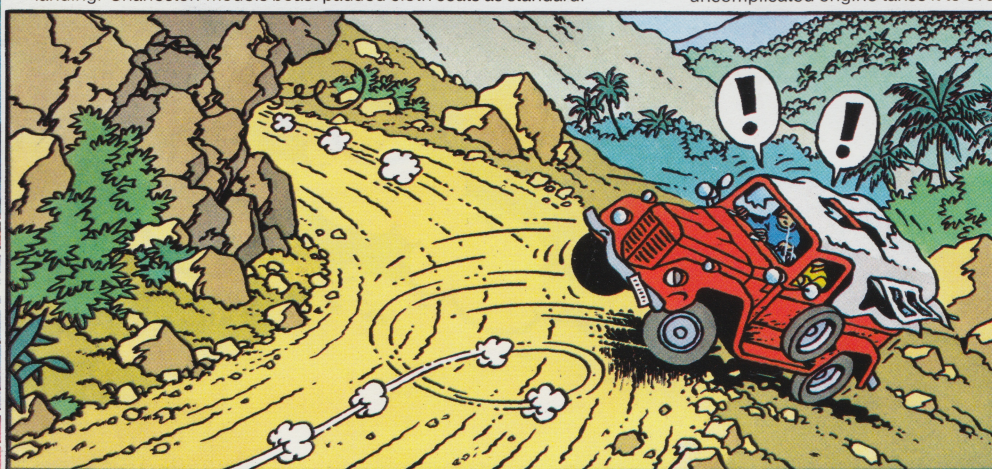
This means the 2CV is next to



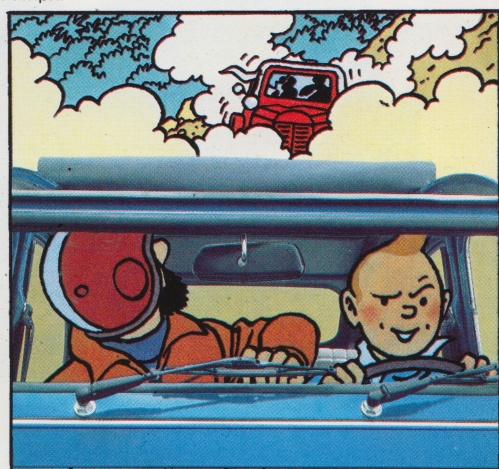
Dropping through the open top with room to spare, the escapees have a soft landing. 'Charleston' models boast padded cloth seats as standard.



Bowling down a rough dirt track, nippy 2CV shows its pursuers a clean pair of heels. Its uncomplicated engine takes it to over 71 mph.



Agile 2CV dodges through the forest while the villains can't see the wood for trees – or avoid them.



The enemies are still in hot pursuit, but the 2CV runs and runs.

FOR THE ADVENTUROUS

impossible to overturn, and while it appears to lean dramatically into corners, passengers remain firmly – and safely – in their seats.

Its unique suspension means the wheels grip tight on any surface, in all conditions. Those unfashionably narrow, tall tyres reduce the rolling resistance, saving fuel and cut through rain and snow.

So, you can take the 2CV out for a spin with less chance of getting into one.

The tyres also wear less quickly – those at the rear can last 40,000 miles or more.

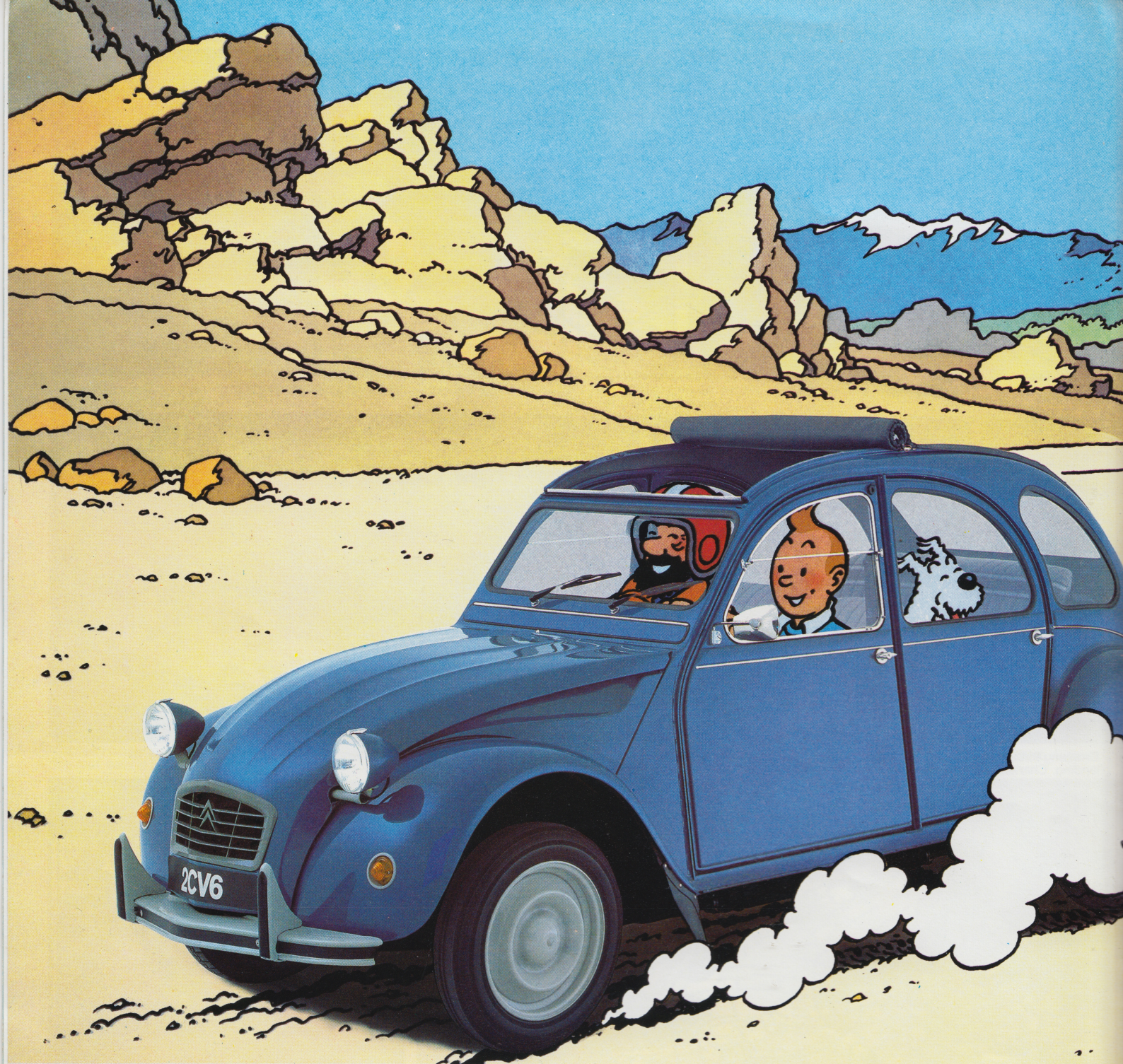
COMFORT YOU EXPECT IN A PLACE YOU DON'T

The 2CV is built to last, but driving

one is no endurance test.

Mechanics are deliberately kept as basic as possible, but the 2CV offers a surprising degree of comfort.

The air-cooled flat twin engine can be driven flat out all day. On long distance hauls you can cruise in comfort hour after hour, mile upon mile; the spacious 2CV makes driving less fatiguing.



IN THE DESERT IT'S THE NEXT

Cleverly, the seats are completely removable. Simply turn three levers and the two single seats and one double can be removed in seconds. Enjoy them outside as well as inside the car – handy for picnics. The 2CV's PVC roof makes summer days more pleasant; it opens far wider than the steel or glass variety. Just undo two clips and you can swing open just the front of the 2CV's roof; and in no time at all you can have a convertible, by throwing it all the way back for real wind-in-the-hair motoring.

DESIGNED FOR SAFETY BUILT FOR STRENGTH

The 2CV has always known what others are beginning to discover. That a light car can actually be safer than a heavy one. Rigidity and bulk, far from protecting passengers, can actually transfer the shock of impact directly to them.

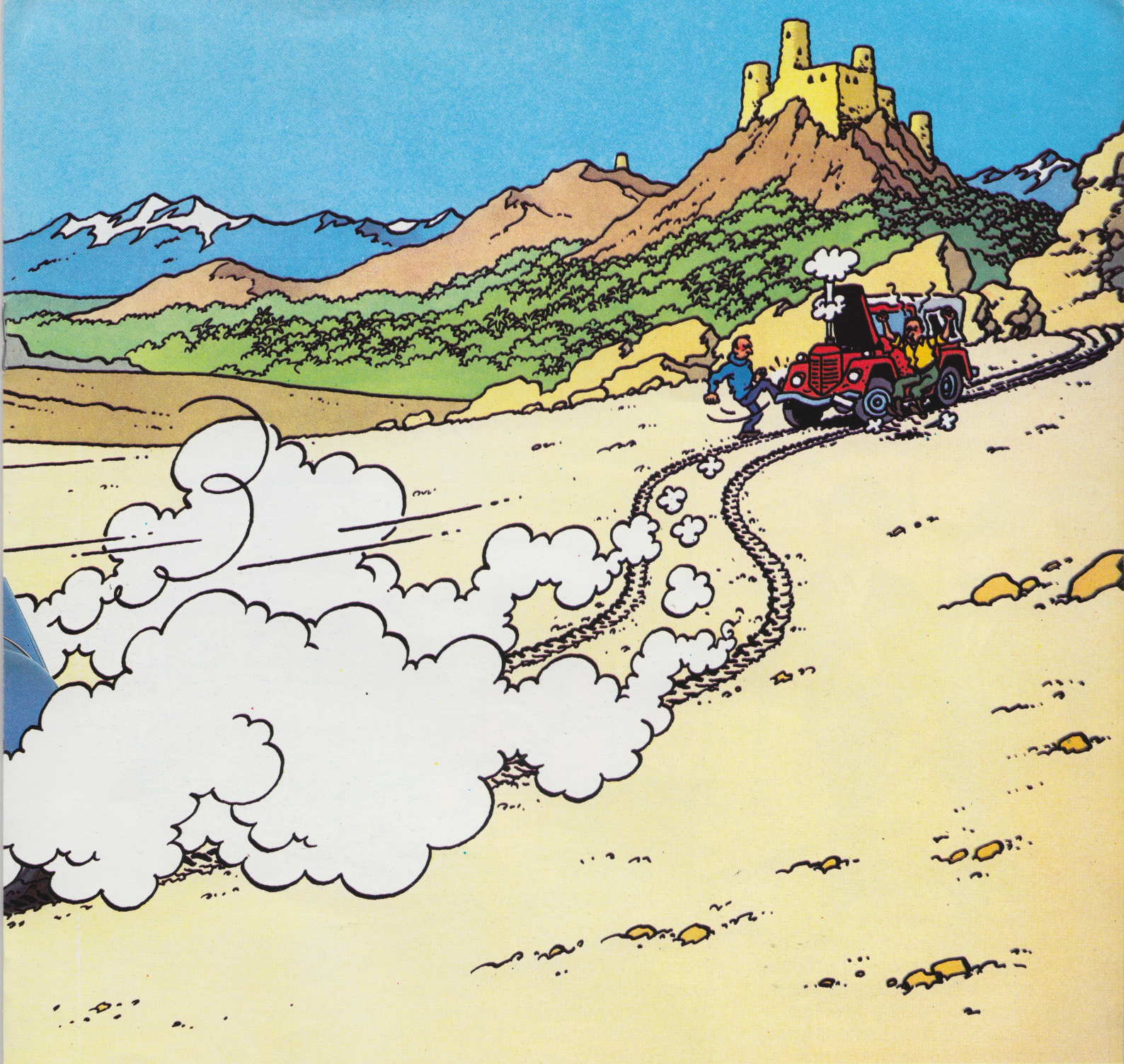
The 2CV has a lighter, more flexible body. The front incorporates crumple zones which deform on impact and, with the platform chassis help decelerate the car by absorbing energy.

Door locks remain burst-proof.

Damaged wing panels can simply be removed and replaced by using a screwdriver, a spanner and the wheelbrace. The wheelbrace also doubles as a starting handle (– yes that's right, the 2CV can still be started by hand!)

To replace the doors all you need is a spanner, to replace the roof all you need is a spanner and a screwdriver.

And to replace the bonnet and the boot lid all you need is your bare hands.



BEST THING TO A CAMEL

LOADS MORE OF EVERYTHING

With four adults aboard a 2CV there's nearly 8 cu.ft of luggage room behind them.

Remove the back seat and there is almost four times that capacity.

Access is simple and even easier on 2CV models where the enlarged boot opening is specified.

The floor itself is completely flat, thanks to compact suspension, front wheel drive and gear-change mounted under the dashboard.

NO WATER? NO FAN-BELT? - NO SWEAT!

The 2CV's air-cooled engine has no water to freeze or boil over and fewer moving parts, so there's that much less to go wrong. The engine has no belt-drive to the fan nor shaft drive for the oil pump; instead the fan is driven directly from the crankshaft, the oil pump by the camshaft. There is no distributor, no radiator, no water pump, no hoses.

Because the motion in one cylinder is balanced by the other, the flat-twin engine is smooth and has

significantly reduced vibration.

While the engine takes the 2CV to 71.5 mph, it still turns in the economy figures for which the car is famed.

THE 2CV TAKES THE ROUGH WITH THE SMOOTH

The 2CV's suspension employs a cylinder on each side which connects front and rear wheels. In action they convert any pitching movement to a more comfortable vertical motion.

The suspension geometry is also designed to minimise the 'dive' effect

noticeable whenever the brakes are applied hard.

Front disc brakes are mounted inboard, an unusual feature that reduces unsprung weight and again improves road-holding. While discs require less maintenance anyway, their position allows quick access without removing the front wheels.

VERSATILITY AND CHARACTER

The 2CV family takes in models as diverse as the 'Charleston'; resplendent in its dark red-and-black or two-tone grey finishes.

But for the less daring, there's the 2CV6 Special featuring the original

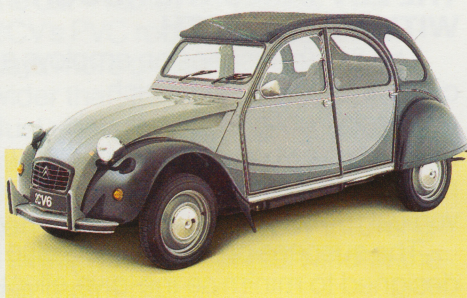
round headlamps and instrumentation that's simplicity itself, and now with a roof cover opened from inside.

The 'Charleston' meanwhile lives up to the promise of its lush exterior with unique padded cloth seats, front and back. It offers extras like moulded interior door handles, interior lighting, passenger vanity mirror, rear parcel shelf and a sun visor for the passenger.

Tough, safe, comfortable and reliable, the long-lived 2CV might have been designed for the modern motorist. Built to last, the 2CV has been kept simple enough to adapt – and survive.

2CV6 Charleston

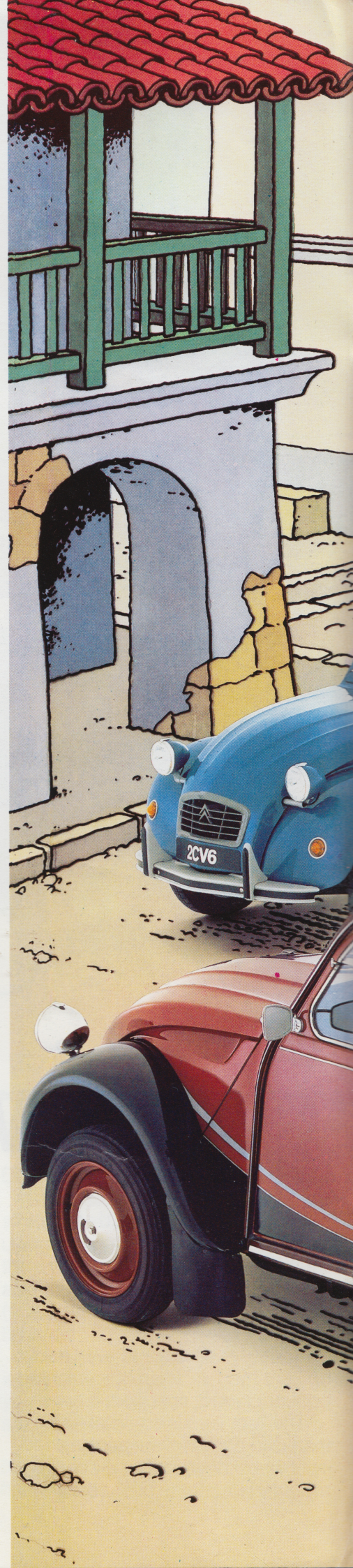
Has similar mechanical specification to 2CV6 Special. The Charleston's exotic colour schemes of dark red-and-black or two-tone grey recall the Roaring Twenties. Luxuriously padded seats all round, chrome plated headlamps and stainless steel hub-caps are all standard. The Charleston boasts a more modern console with more than adequate instrumentation. Separate front seats, moulded interior door handles, courtesy light, vanity mirror, front ashtray and twin sunvisors are all standard on the 2CV6 Charleston.



2CV6 Special

The 2CV6 Special has deliberately been kept as simple and cheap as possible, but it does offer a surprising degree of comfort. There's room for four adults inside with almost 8 cu.ft. of luggage space behind them. Separate front seats and rear passenger seats that can be removed to increase load area still further. All 2CV6 Specials have a colour co-ordinated roof that folds right back easily and quickly from inside the car to catch the sun. Seats throughout are upholstered in Jersey cloth. 2CV6 Special has a 2 cylinder 602cc air-cooled engine that offers good fuel economy.

A range of bright colours makes driving this 2CV even more fun. Choose from red, white or blue.





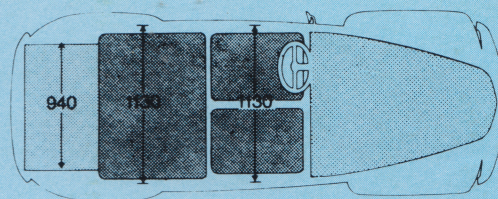
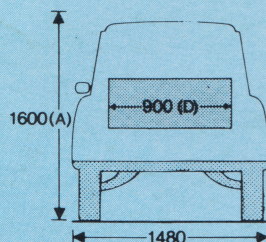
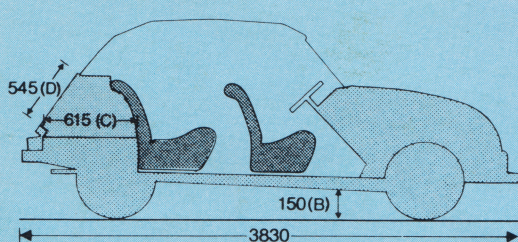
TECHNICAL SPECIFICATION

EQUIPMENT SPECIFICATION

2CV6 SPECIAL
2CV6 CHARLESTON

2CV6 SPECIAL/2CV6 CHARLESTON	
Engine	
Number of cylinders	2
Cubic capacity	602cc
Bore and stroke	74 mm x 70 mm
Compression ratio	8.5:1
Horsepower	29 hp (DIN)@5750 rpm
Torque	29 ft/lbs (DIN)@3500 rpm
Cooling system	Air
Transmission	
Gearbox	Manual
Number of gears	Four forward gears, synchromesh (limited on first)
mph per 1000 rpm in top gear	12.6
Clutch type	Single dry disc cable operated
Steering	
Type	Rack and pinion
Turns to lock	3.25
Turning circle between kerbs	35 ft 1 in
Brakes	
Hydraulically operated inboard discs at front. Outboard drums at rear. Parking brake acts on front wheels using separate pads.	
Suspension	
All independent interconnected front to rear. Hydraulic shock absorbers.	
Tyres	125-15 X
Electrical Equipment	
Ignition type	Mechanical
Battery	12V 125/25 Ah
Alternator	390 watts
Interior Capacities	
Seating capacity	4 adults
Boot capacity	7.8 cu ft (220 dm ³)
Weights	
Kerb weight	1290 lbs (585 kg)
Payload/max load	760 lbs (345 kg)
Official Government test fuel consumption figures	
Urban cycle	41.5 mpg (6.8 L/100 km)
Constant 56 mph (90 km/h)	52.3 mpg (5.4 L/100 km)
Constant 75 mph (120 km/h)	Not tested
Fuel tank capacity	5.5 gallons (25 litres)
Performance	
Maximum speed	71.5 mph
Standing 400 m (secs)	22.7
Standing 1000 m (secs)	44.5
0-62 mph (100 km/h) (secs)	N/A
Towing weights (with brakes)	881 lbs (400 kg)

All measurements in millimetres



Measurements shown are for 2CV6 Special and 2CV6 Charleston without the option of the enlarged boot opening.

Dashboard	
Total mileage recorder	○ ○
Low battery charge warning light	— ○
Rear fog lamp warning light	○ ○
Audible indicator warning	○ ○
Low engine oil pressure warning light	○ ○
Low brake fluid warning light	○ ○
Warning light test button	○ ○
Hazard warning lights	○ ○
Driving safety equipment	
Inertia reel front seat belts	○ ○
Rear fog lamp	○ ○
Day/night rear view mirror	○ ○
Internally adjustable headlamps	○ ○
Rear belts	□ □
Comfort and trim	
Front air vents	○ ○
Removable seats	○ ○
Ashtray front	— ○
Courtesy mirror beneath front sun visor	— ○
Adjustable front sun visors	one two
Interior courtesy light	— ○
Adjustable separate front seats	○ ○
Seat upholstery	cloth cloth
Sunroof (matched to body colour)	○ ○
Enlarged boot opening	△/□ △/□

○=Standard □=Accessory △=Option available on special order

A Empty
B Loaded
C Floor Length
D Door Opening

NOTE: This brochure is intended to show the general appearance of the Citroën 2CV6. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st August 1984. The company however reserves the right, while preserving the essential characteristics of the models described, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.